

## TAB 4: PUBLIC SUPPORT

### 4.1 PROJECT BENEFITS

***Identify who will benefit from the project, how they will benefit and how the project will benefit the overall transportation system.***

The Concession Program presented in Section 2.2.2 immediately gives, directly to, VDOT, the Commonwealth of Virginia and its local communities and governments, and the Dulles Corridor motorists invaluable benefits. The matrix below shows the beneficiaries of the Project.

BENEFITS	MOTORISTS	TOLL PAYERS	LOCAL COMMUNITY	LOCAL GOVERNMENTS	COMMONWEALTH OF VIRGINIA
Improved Mobility	■	■	■	■	■
Increased Road Safety	■	■	■	■	■
State of the art Operations and Maintenance	■	■	■	■	■
Expeditious Construction of Improvements	■	■	■	■	■
Air Quality Improvement due to Reduced Congestion			■	■	■
Payment of State's share of the Dulles Metrorail Construction	■	■	■	■	■
Local Economic Growth			■	■	■
New Local Job Opportunities			■	■	■
Increased Land Value			■	■	■
Avoidance of state issued bonds	■	■	■	■	■
Payment of current DTR debt			■	■	■

**Table 4.1 – Project Benefits**

The Dulles Toll Road is an existing facility that has helped economic growth in Northern Virginia for more than 20 years. However, the growing pace of the community has negatively affected the DTR's performance due to congestion and delays. The transportation system, local access roads and adjacent major highways, will greatly benefit from the Dulles Toll Road Project.

The improvements to the DTR and the Dulles Connector will provide for better traffic flow that will be safer and less congested. The additional travel lanes and improved tolling infrastructure are major components of the improved corridor. The smoother, less congested traffic flow will ease the burden of the commute for the many motorists that use the DTR and Connector to reach Washington D.C. or to reach I-495 or I-66 for other destinations. Timesavings will provide indirect benefits to the local and regional business communities.

In addition to the DTR and Dulles Connector improvements, the enhanced program of our proposal also provides for many enhancements to local streets and connector roads like Reston Parkway and Hunter Mill Road. These improvements provide benefits to residents not even using the toll road. The wider, improved local streets, especially in the vicinity of the DTR, will improve local traffic flow and therefore improve the local movement of people and goods.

The DTR and Dulles Connector improvements are also beneficial to the operations of the Dulles International Airport (DIA). Any improvements to the local area traffic network that improves mobility along I-66, I-495 and the DTR and Connector will provide for ease of traffic flow into and out of the DIA. This may indirectly spur growth of the airport and as such improve the local economy through job creation.

Our proposal further benefits the local region through providing the funding to complete the Dulles rail link to the DIA and Loudoun County. The rail project provides an alternative to driving for commuters and airport users alike.

#### **4.2 GOVERNMENT SUPPORT**

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***Identify any anticipated government support or opposition, or general public support or opposition for the project.***

The Proposer expects strong government support for the Project. Results of Public/Private Partnerships are a source of:

- Expeditious enhancements to benefit motorists and toll payers
- State of the art and market driven operation and maintenance of facilities
- Infusion of capital to strengthen the state/city's fiscal position.

“Privatization therefore can tap a large new source of capital”.<sup>1</sup>

The opportunities offered by this Proposal certainly provide these benefits. If opposition arises due to the private operation, if awarded, of the DTR, the Concessionaire would propose a public information program to reach out and inform of the direct and indirect benefits of the PPP and those specifically impacting the DTR.

#### **4.3 PUBLIC INFORMATION**

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***Explain the strategy and plans that will be carried out to involve and inform the agencies and the public in areas affected by the project.***

Community involvement throughout the course of the Project is of greatest importance in building successful partnerships among community members, stakeholders, and transportation organizations. The public needs to be aware of the project and local interests need to be involved in the process of design development to ensure public support of the project. The Proposal provides for coordination with local interests regarding problem identification, development of corrective measures, construction activities, and related impacts. It is essential that communication is reciprocal and that a process is established to provide a forum for the public and not simply distribute information to the local interests.

Working with and informing key stakeholders in the corridor as well as the business, civic, educational, cultural and transportation communities is critical to achieving local support for the Project. The Concessionaire’s approach to public involvement, in case of award, for the Project will focus on developing and implementing a strong, inclusive communications program – one that is particularly sensitive to community concerns and promotes the benefits that the ultimate project will realize. Throughout the project, the Concessionaire will listen to and be sensitive to community concerns, maintain open lines of communication and information, and convey an open attitude of flexibility and responsiveness.

We propose to develop a *Community Action Plan* that will include specific information concerning the impacted property owners, detailed information on both design and construction schedules and points of contact. The *CAP* will also include a communication network for the timely dissemination of information as the project progresses through design and into construction. This network of information will allow any concerned stakeholder to easily obtain clear and up-to-date project information.

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<sup>1</sup> “Should States Sell Their Toll Roads?”, by Peter Samuel, June 2005.

Community involvement activities could be expected to include local official briefings, coordination meetings, and distribution of status updates to the general public. Each public meeting, official's briefing or other outreach effort will be supported with sufficiently detailed plans, documents and data that will be used to clearly portray the identified impacts of our project on the community. Other outreach materials may include *Newsletters*, a *Project Brochure*, and a *Fact Sheet*.

Community involvement could also include a project specific website to gather information to be considered in the design process and provide updates during construction highlighting areas of potential traffic delays and provide progress status reports.

Providing context sensitive solutions to both design and construction issues is also a means of ensuring community support for the project as well as approvals from other agencies with jurisdictional involvement. In this approach, the design will be developed to be consistent with the project setting and community vision, aesthetic impacts will be minimized while design and regulatory standards will be satisfied. Construction staging and schedules will be developed to minimize traffic impacts and any general disruption of community activity, in coordination with and communicated to the community. Design standards for agencies with jurisdictional involvement will be utilized on a site-specific basis to ensure that the designs are consistent with local practice and setting.